

To the members of the Planning Commission,

I agree with the staff planning recommendation of eliminating EF-1 as one of the routes considered for the east beltway. I realize that everyone here in this room has their personal agenda for supporting their preferred beltway route. I have observed this process for 6 years and I feel that it is now time to focus on the facts and let common sense prevail. The EF-1 route has gone from being eliminated because of its highest cost/lowest benefit ratio to becoming the preferred site and now it is being recommended as the least desirable route once again. Close to 2 million dollars of taxpayers' money has been spent in this process.

I would like to emphasize several points in the Comprehensive Plan which are important to remember.

- The East Far Beltway has the greatest adverse impact on the number of farmland acres needed to build it.
- It will cost the most to pave and improve existing rural section roads.
- It will be less successful as a multiple use corridor as compared to the other 2 routes.
- It will have more environmental, visual and noise impact and will require more residential relocations.
- This site will do the most to contribute to the problem of urban sprawl.

I have to question the logic of building a beltway 1/2 mile from an existing busy paved road-148th St. The next closest paved street is 84th St. which is 4 miles away. Waverly has made it clear that they will not allow the beltway to come within their 1 mile jurisdiction of their city limits. This will require over 1 and 1/2 miles of backtracking from 141st to 123rd St. Quoting from the Comprehensive Plan Amendment #94-63 page 9 " The East Far Beltway is not in conformance with the Comprehensive Plan. It is the least desirable route compared to East Close or East Middle...".

I would like to address the suggestion that 148th St. could be made into a beltway. From Highway 2 to the I-80 overpass on 148th St. there are 82 farmsteads, acreages and businesses. This would impact more residences than the other 3 routes combined. This would be a nightmare. The cost of the required frontage roads needed to provide access and the impact on existing residences would be very costly with little benefit achieved in traffic volumes and time savings. This is why 148th St was eliminated early on in the process as a consideration for a beltway alternative.

I appreciate your time and I agree with the staff planning recommendation of eliminating the East Far route as a beltway selection.

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